

10-29-1965

# Dedication Program Interstate 95 : Orono to Howland, October 29, 1965

Maine Highway Commission

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**DEDICATION**

**PROGRAM**

**Interstate 95**

**Orono to Howland**

**October 29, 1965**

Maine. State Highway Commission



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# Dedication Program

October 29, 1965

## Orono

11:00 A. M.

*At the Stillwater Avenue Interchange, Northbound Lanes*

Master of Ceremonies ..... David H. Stevens  
Chairman, M. S. H. C.

Invocation ..... Rev. William J. Nelligan  
St. Mary Church, Old Town

Dedicatory Remarks

Ribbon Cut to Open Northbound Lanes

*Motorcade Drives Over Interstate 95 to Howland*

## Howland

11:45 A. M.

*At the Route 155 Interchange, Southbound Lanes*

Master of Ceremonies ..... David H. Stevens  
Invocation ..... Rev. Clifton L. Hartman

Howland Baptist Church

Dedicatory Remarks

Ribbon Cut to Open Southbound Lanes

## Howland

12:15 P. M.

*Luncheon at the New SAD 31 High School*

Master of Ceremonies ..... David H. Stevens  
Invocation ..... Rev. Clifton L. Hartman

*Introduction of Honored Guests*

Remarks

Benediction ..... Rev. William J. Nelligan

GOVERNOR OF MAINE

Honorable John H. Reed

MAINE STATE HIGHWAY COMMISSION

David H. Stevens, Chairman

Carl M. Stilphen, Member

Bertrand A. Lacharite, Member

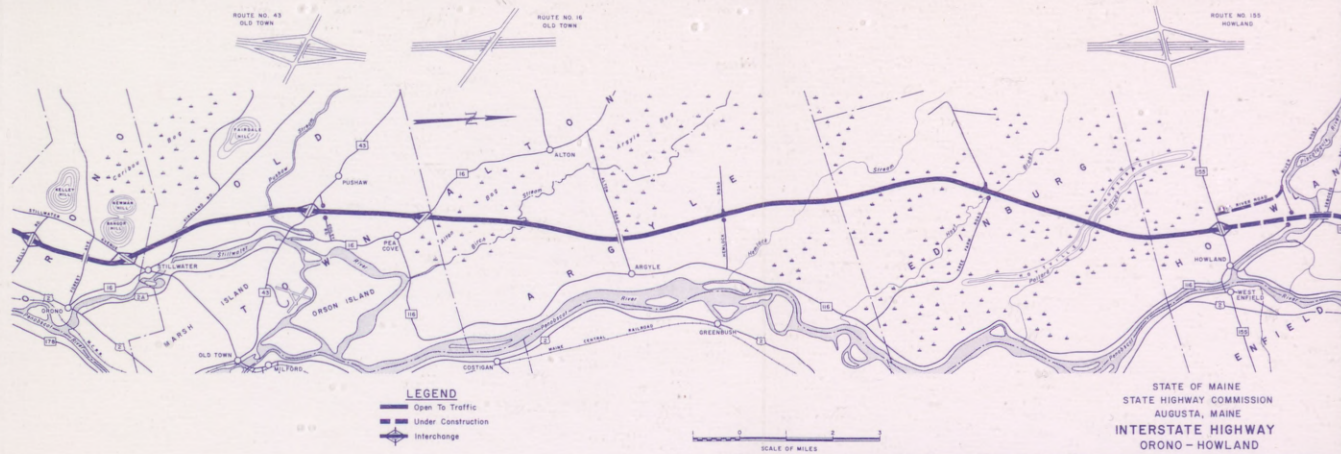
Vaughan M. Daggett, Chief Engineer

U. S. BUREAU OF PUBLIC ROADS

Rex M. Whitton, Federal Highway Administrator

John A. Swanson, Regional Engineer

Robert D. Hunter, Division Engineer



Alton Bog, the transition point from four to two lanes.



I-95, The Brian M. Jewett Memorial Highway, stretches northward.

Two-lane section of I-95 runs north from Alton to Howland.



# Orono to Howland

## FACT SHEET

Length	23.6 Miles
Construction Cost	\$9,455,000
Right of Way Cost	\$154,000
Number of Driving Lanes	
Stillwater Ave. to Route 16	4
Route 16 to Route 155	2
Width of Each Driving Lane	12 Feet
Pavement	Bituminous Concrete
Access	Fully Controlled
Speed Limit	
Stillwater Ave. to Route 16	70 MPH, Day
Route 16 to Route 155	60 MPH, Day
Interchanges	3 Full, 1 Partial
Bridges	10 (4 Dual, 6 Single)
Rest Areas	2

## Contractors

The Bridge Construction Corp.  
Cianchette Bros., Inc.  
Thomas DiCenzo  
W. H. Hinman, Inc.  
The National Fence Co.  
Reed and Reed  
Frank Rossi and Sons, Inc.  
H. E. Sargent, Inc.  
Warren Bros. Roads Co.



## The Interstate System In Maine

Maine's newest section of Interstate Highway extends northerly of Orono to Howland, a distance of 23.6 miles, running through the southern and central portions of Penobscot County. The first shovelful of earth was turned in its construction in the fall of 1963.

The new freeway is composed of four lanes divided by a median of variable width from Stillwater Avenue extending north 6.5 miles to Route 16. From Route 16 northerly to Route 155, a distance of 17.1 miles, the highway consists of two lanes — 24 feet wide, flanked by 10-foot paved shoulders. Sufficient right of way has been purchased to accommodate a future four-lane highway north of Route 16.

Besides interchanges at Stillwater Avenue in Orono and at Route 155 in Howland there are similar connections with local roads and communities at Route 43 and Route 16 in Old Town. Just south of the Route 16 interchange two rest areas serve north- and southbound lanes with a safe place to leave and join freeway traffic via acceleration and deceleration ramps. The areas have parking spaces for both trucks and cars and feature picnic facilities, drinking water and toilets.

The total estimated cost of the Orono-Howland section of I-95 including preliminary engineering, right of way and construction amounts to \$9.5 million.

With this newest section added to the Maine system the state's total mileage of Interstate Highways opened to traffic amounts to 186 miles — 126 miles constructed by the State Highway Commission, and 60 miles which are a part of the Maine Turnpike.

Next fall the Commission expects to put into service the 26.5 miles of freeway from Howland to Medway, and the 18 miles of I-95 in Aroostook County from the Oakfield-Smyrna Road to the junction with U. S. Route 2 in Houlton, a short distance west of the Canadian border. In the fall of 1967 the section from Medway to Oakfield will be opened. In the southern section of the state expected opening dates are: Brunswick to Topsham in the fall of 1968; the Kittery Bridge, Topsham north to Richmond, the remaining lanes of I-95 in Freeport and Yarmouth in the fall of 1970. The following year the Maine Interstate System is expected to be completed with the opening of the entire Portland Urban Loop, the Saco Spur, and the section from Richmond to the Maine Turnpike at West Gardiner.

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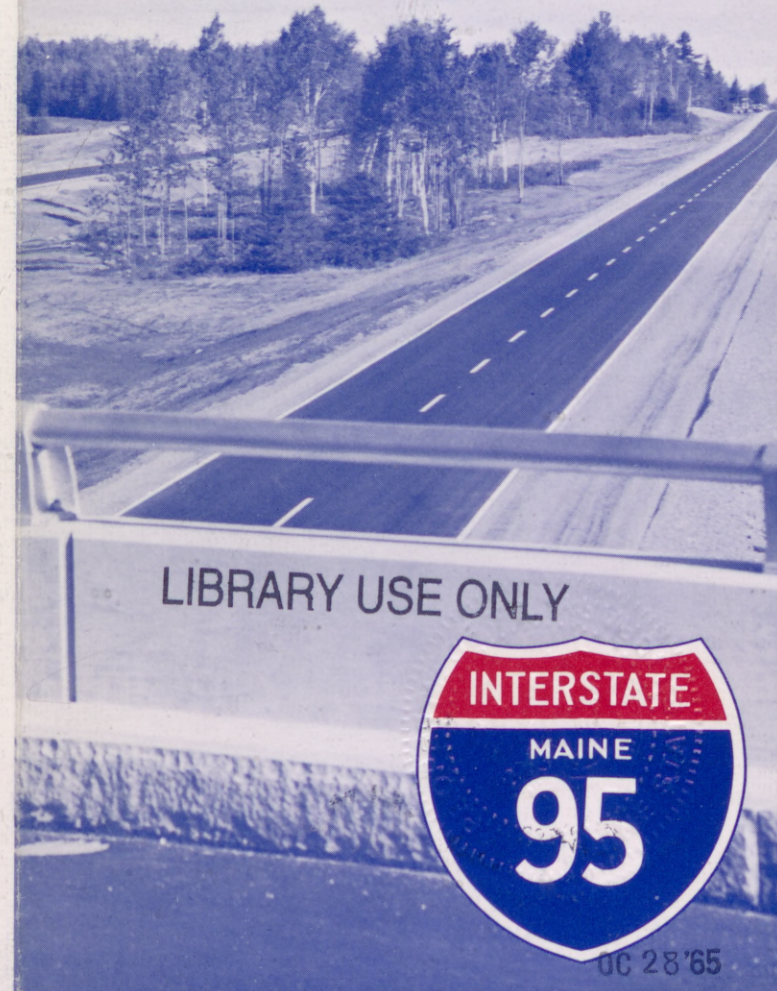
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